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LOVE, COURTSHIP, AND MARRIAGE.

BY REV. E. J. HARDY

(Author of "How to be Happy Though Married," &c.).

III. CHOICE IN MARRIAGE.

An old countryman said to another, "If everybody had been of my mind, everybody would have wanted to marry my old woman." His friend reassured him by saying:—"If everybody had been of my mind no one would have wanted to marry your old woman." So it is that each eye forms its own ideal of beauty, which is a capital arrangement for some of us who otherwise might never have got married at all.

Judging from the apparently unattractive women who are married it would seem that every girl except perhaps the very new and up-to-date woman is somebody's ideal. A young man said to his chum, "The fortunate girl who gets me must have three qualifications. She must be handsome, rich and a fool." "Why all that?" asked the friend. "Well, she must be handsome and rich or else I won't have her; she must be a fool or else she won't have me." Even such a difficult ideal as this is sometimes realised.

BURNS ON A GOOD WIFE'S QUALITIES.
The poet Burns, speaking of the qualities of a good wife, divided them into ten parts. Four of these he gave to good temper, two to good sense, one to wit, one to beauty; and the other two parts he divided amongst the other qualities belonging to or attending on a wife—such as fortune, connections, education, family, blood, &c. It is quite right to attach this much importance to temper when choosing a wife. Sir David Baird and other British officers were taken prisoners by Tipu Saib and confined in his dungeons at Bangalore. The old mother of Sir David, when she heard the news in Scotland, referring to the way prisoners were secured in those days, and also to the well-known temper of her son, exclaimed, "God pity the laddie that's tied to our Davie!" It is indeed an unfortunate thing for any man to be tied by the knot matrimonial to a woman with a bad temper. Burns was also right to put good sense before beauty, for though a man may not miss brains in a flaxen-haired, regularly-featured doll in courtship days, when he is being well plied with flattery, he will before many months of married life pass learn that a foolish woman is her husband's "continual disgrace," and that there is "nothing more false than a she-fool." Some one said to Dr. Johnson that it would be a privilege to be near a certain good and worthy but foolish woman in Heaven. "I would never like to be near a fool anywhere," roared the Doctor.

As to the age a candidate-wife should be, I am not going to burn my fingers with that question. All I shall say is, if there are women not worth looking at after thirty years of age there are quite as many not worth speaking to before it. Please yourself, only do not marry either a child or an old woman.

Still beauty is by no means to be overlooked (as if we could overlook it!) in the choice matrimonial, for it is the outward and visible sign of health. A rounded figure, bright, laughing eyes, a clear complexion—these things, even if they were not good in themselves, are valuable because they show that the possessor is one who will be likely to have happy, healthy children. If you marry a dwarf, you will probably beget pygmies, and the children of parents with hereditary disease may be said to be damned into this world.

Herbert Spencer says that the foundation of all success in life is to be a good animal, and if it will not appear too unromantic to say so I would suggest that happiness in marriage depends not a little upon good animal health. If a young man is always ailing he cannot support his home as he ought to; and if a woman suffers, or thinks that she does, from a chronic sofa disease—well, poor thing, she may do something to manage her home from her mattress-grave, but she must feel that she mistook her calling when she became a wife. But how, it may be asked, is the pining lover to know about the temper or other qualifications of one with whom he is thinking of wedding? Before marriage a girl talks with her eyes, afterwards with her tongue. She can appear all that is charming during a lover's visits, and then become so different after marriage that her husband feels that, like Jacob, he has counted one woman and married another. We know the old conundrum: Why are ladies bells? Because you never know what metal they are made of until you ring them. A friend of Robert Hall, the famous preacher, once asked him if a certain lady of their acquaintance would make a good wife for him. "Well," replied Hall, "I can hardly say—I never lived with her!"

"FURNITURE" WAVES.
In reference to marriage, perhaps the word choosing implies too much calculation and deliberation. In this matter, more than in most others, "we do not will according to our reason, we reason according to our will." But reason may have at least a negative influence. If our hearts tell us when we should marry; our heads may point out those with whom it is not expedient to wed. "But, is not marriage all a lottery?" it is asked. We think not. When a young man obeys his healthy instincts and marries the young woman whom in his own interest, and in the interest of the human race nature designed for him, marriage cannot be called a lottery. If Darwin had been asked, "Is marriage a lottery?" he would have answered, "It is a sexual selection and natural selection, and by no means the haphazard thing we understand by a lottery." Choosing a life partner is such an individual matter that it should be left almost entirely to the one who has

to live with the person chosen. In many cases marriage is a failure because people do not marry to please themselves, but to please others, to please fashion. Men are ambitious of having what Charles Lamb called "furniture wives." "Men marry," he says, "for fortune, and sometimes to please their fancy; but much oftener than is suspected they consider what the world will say of it: how such a woman in their friends' eyes will look at the head of a table. Hence we see so many inept beautiful wives of that could not have struck the particular fancy of any man that had any fancy at all; as many buy furniture and pictures, because they suit this or that niche in their dining-rooms. These I call furniture wives. Your universally cried up beauties are the very last choice which a man of taste would make. What pleases all cannot have that individual charm which makes this or that countenance engaging to you, and to you only—perhaps you know not why." The idea of the great electrician, Edison, marrying was first suggested by an intimate friend, who said that he needed a mistress to preside over the many servants in his large house. Although a very shy man Edison seemed pleased with the proposition, and timidly enquired whom he should marry. The friend somewhat testily, replied "Anyone"—that a man with so little sentiment as to ask such a question ought to be satisfied with anything that wore a petticoat and was decent. Well, the man who follows such careless advice and marries "anyone," for what was said by the fox to the sick lion might be said with equal truth of Hyman: "I notice that there are many prints of feet entering your cave, but I see no traces of any returning." Well does old Robert Burton say, "If, as Plutarch advises, one must cut a husband of salt with him before he choose a friend, what care should be had in choosing a wife—his second self! How solidous should he be to know her qualities and behaviour. And, when he is assured of them, not to prefer birth, fortune, beauty, before bringing up and good condition."

WHO SHOULD A GIRL REFUSE?
Choice in matrimony does not as a rule come from the female side. A refined girl will not take the initiative, but she has the responsibility of refusing those who are ineligible. On what principle should this be done? First of all, we would say, that however handsome and agreeable a man may be, he should not be thought of as a husband if his character does not commend itself to the father and brothers of the girl. An magistrate asked a prisoner if he were married. "No," replied the man. "Oh, then," said his Worship, "it is a good thing for your wife." It is indeed a good thing for a woman not to have to live with a thief, with a drunkard, for twenty, or forty, or even sixty years. A lady man will make but a weak band or support for a woman's house: so will one deficient in fortitude—that is, the power to bear pain and trouble without whining. Beware of the selfish man, for though he may be drawn out of his selfishness in the early weeks of courtship, he will settle back into it again when the wear and worry of life come on.

To be happy in marriage, it is necessary to marry a gentleman in the proper sense of the word, that is to say, one who is generous and unselfish, who considers another's happiness and welfare, and not merely his own. A man who is a bear to his sisters, discourteous to his mother, and careless of the feelings of servants and poor relations, is just the man to avoid when you come to the great question to be answered, yes or no.

A "duck of a man" generally makes a goose of a husband, so it is wise to choose for a husband one with lasting qualities of heart and character. We would not state a truth so obvious were it not that some women say that they like a man to be a little bit of a rake, just a small garden one. If he is not all he ought to be before marriage he is sure to reform after it, and so they marry in a sort of missionary spirit, hoping to turn him from the error of his ways. This is not a wise thing to do, for people's characters do not as a rule alter much after thirty years of age, and if a man has a bad character it is far more likely that he will improve his wife off the earth by bad treatment rather than that she will much alter him. The poor-houses are full of women who thought that they could reform their husbands. A husband need not be handsome, but he should be good looking, in the sense of looking good morally and physically. It is a risk to marry one in whose face the ten commandments are conspicuous by their absence.

"When I see a man," says Addison, "with a sour, rivelled face, I cannot forbear pitying his wife; and I meet with an open, ingenuous countenance, I think of the happiness of his friends, his family and his relations." We need hardly say, however, that we do not recommend a professional beauty who thinks that he is a lady killer. Why should you have the trouble of keeping a husband for the exclusive benefit of other women? "When I marry," said a budding schoolgirl, "I will want a fine, tall, broad, handsome man that everybody will admire." "There's where you are wrong," said her elder and more experienced sister. "You'd have much less trouble in watching a less good-looking man, and would enjoy a great deal more of his society." Never to marry a goatee was the advice of Mrs. Carlyle. As the supply of geniuses is very limited this advice may seem superfluous. It is not so, however, for there is enough and to spare of men who think that they are geniuses, and that as such they feel at liberty to be bad tempered, and otherwise disagreeable. These are generally only sons of fond but foolish mothers, who have persuaded them that they are not-made-of common clay, and that the girls who get them will be blessed. From such a blessing young women should pray to be delivered.

"And while thou livest, dear Kate," says one of Shakespeare's mouthpieces, "take a fellow of plain and uncoined constancy; for he performs most do it right, because he hath not the gift to woo in other places; for these fellows of infinite tongue, that can rhyme themselves into ladies' favours, they do always reason themselves

out again. What! a speaker is but a prater; a rhyme is but a ballad. A good-log will fall, a straight back will stoop, a black beard will turn white, a curled pate will grow bald, a fair face will wither, a full eye will wax hollow, but a good heart, Kate, is the sun and the moon; or rather the sun and not the moon; for it shines bright, and never changes, but keeps his course truly."

THE AGE A HUSBAND SHOULD BE.
As to the age a husband should be, we need say little about this, because men differ so much. Some are more fitted to take upon themselves the responsibilities of marriage at twenty-five years of age than others are at thirty-five. It is not natural for a young girl to wish to marry an old man. A father once said to his daughter: "When you marry I will not allow you to throw yourself away on one of the giddy, frivolous young fellows I see about. I shall select for you a stout, sensible, middle-aged man. What do you say to one about fifty years of age?" "Well, father," was the ingenuous reply, "if it is quite the same to you I would prefer two of twenty-five." Just so, but we think that boy husbands are a mistake. They never know what they are pleased to call their minds, and it is not easy to discover from day to day what they are going to do, or into what they are going to grow. Then a man is not able to appreciate a good woman until he comes to years of discretion.

There are hearts all the better for keeping; they become mellow and more worthy a woman's acceptance than the crude, unripe things that are sometimes gathered—as children gather green fruit—to the discomfort of those who obtain them.

When a girl has been taught by her mother how to housekeep and manage money, this goes far to solve the question of the ways and means of matrimony. Still a proposal or rather proposing husband should have some money, or an assured way of earning it, unless we are to think that mortality is one of the effects of marriage, as a certain servant girl seems to have thought. The lady with whom she last lived, meeting her in the street, said, "Well, Mary, where are you living now?" "Please, ma'am, I'm not living anywhere—I'm married." Some of us who are married have survived the operation, and find that we require something to live upon, and therefore we sympathise with the girl who said, after experiencing a love-in-a-cottage dietary, that a kiss and a glass of cold water made but a poor breakfast. It is, however, much better to marry a good and wise man though poor, than a rich fool who will give gilded misery. The best kind of husband is one who is a fortune in himself, and has the ability to make money.

A friend called Barlow was describing to Douglas Jerrold the story of his courtship and marriage: how his wife had been brought up in a convent, and was on the point of taking the veil, when his presence burst upon her enraptured sight. Jerrold listened to the end of the story, and by way of comment said, "Ah! she evidently thought Barlow better than nun." When girls have been given work in the world and an object in life, they do not think that any husband is better than none, and they have not time to imagine themselves in love with the first man who proposes. How often is it the case that people think themselves in love when in fact they are only idle!

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LONDON, &c. VIA PORTS OF CALL.	PARRAMATTA	Brit. str.	2 m.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
LONDON, &c. VIA PORTS OF CALL.	DOUGHERTY	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
LONDON, &c. VIA PORTS OF CALL.	AXA	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 1st October.
LIVERPOOL DIRECT.	ORIENT	Ger. str.	4 m.	P. Wetlin	MELCHERS & CO.	About 15th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	PRINCESS IRENE	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 5th inst., at Noon.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.R.	NIPPON YUSEN KAISHA	About 7th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	HINGO MARU	Jap. str.	2 m.	J. W. Wale	HAMBURG-AMERIKA LINIE	On 6th inst., at Daylight.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	2 m.	Porcelius	HAMBURG-AMERIKA LINIE	On 20th inst., at Daylight.
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MASSACHUSETTS, &c. VIA SHANGHAI, &c.	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th October.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	KOENIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
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MASSACHUSETTS, &c. VIA SHANGHAI, &c.	ARAGONIA	Amr. ship	2 m.	Forst	HAMBURG-AMERIKA LINIE	On or about 25th Oct.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	MARCEL LANGENS	Brit. str.	2 m.	T. Darb	McGREGOR BROS. & CO.	On 28th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	CHANGHAI	Brit. str.	2 m.	Levi	SANDER, WIELER & CO.	On 17th inst., P.M.
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MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 10th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On or about 8th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 17th inst., P.M.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-morrow.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-day.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-morrow.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 12th inst., P.M.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On or about 13th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-morrow, at 3 P.M.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	Quick despatch.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-morrow.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 4th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 11th inst., at Daylight.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 8th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 4th inst., at Noon.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 4th inst., at 5 P.M.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 10th inst.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
MASSACHUSETTS, &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	To-morrow, at Noon.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	DESTINATIONS	SAILING DATES.
KAGA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept., at 4 P.M.
J. W. Ekstrand	U.S.A. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	FRIDAY, 6th Sept., at DAYLIGHT.
BINGO MARU	MASSACHUSETTS, &c. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	TUESDAY, 10th Sept., at NOON.
F. Davies	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th Sept., at DAYLIGHT.
KAGOSHIMA MARU	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 13th Sept., at DAYLIGHT.
K. Kori	KOBÉ and YOKOHAMA	FRIDAY, 13th Sept., at NOON.
AWA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	MONDAY, 16th Sept., at 4 P.M.
M. Trent	VICTORIA, B.C. and SEATTLE	FRIDAY, 20th Sept., at DAYLIGHT.
MIKE MARU	U.S.A. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	FRIDAY, 20th Sept., at NOON.
RIOJUN MARU	MASSACHUSETTS, &c. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	FRIDAY, 20th Sept., at DAYLIGHT.
O. Ohno	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept., at NOON.
TAMBA MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 27th Sept., at DAYLIGHT.
J. W. Wale	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 24th August, 1901.

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ and YOKOHAMA.

STEAMER	Tons	Captain	Proposed Sailing
BRAEMAR	3,601	W. Watt	September 3rd
DUKE OF FIFE	3,321	J. S. Cox	September 10th
OLYMPIA	2,837	J. Trubridge	October 1st
VICTORIA	3,802	J. Pantou	October 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table, Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINCESS IRENE	THURSDAY, 5th September
PRINZ HEINRICH	THURSDAY, 12th September
PREUSSEN	WEDNESDAY, 19th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 26th September
SACHSEN	WEDNESDAY, 3rd October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 10th October
BAYERN	WEDNESDAY, 17th October
STUTTGART	WEDNESDAY, 24th October
KONIG ALBERT	WEDNESDAY, 31st October
PRINZ IRENE	WEDNESDAY, 7th November
PRINZ HEINRICH	WEDNESDAY, 14th November
PREUSSEN	WEDNESDAY, 21st November
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 28th November
SACHSEN	WEDNESDAY, 5th December
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 12th December
BAYERN	WEDNESDAY, 19th December
STUTTGART	WEDNESDAY, 26th December
KONIG ALBERT	WEDNESDAY, 2nd January 1902
PRINZ IRENE	WEDNESDAY, 9th January 1902
PRINZ HEINRICH	WEDNESDAY, 16th January 1902
PREUSSEN	WEDNESDAY, 23rd January 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 30th January 1902
SACHSEN	WEDNESDAY, 6th February 1902
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th February 1902
BAYERN	WEDNESDAY, 20th February 1902
STUTTGART	WEDNESDAY, 27th February 1902
KONIG ALBERT	WEDNESDAY, 6th March 1902
PRINZ IRENE	WEDNESDAY, 13th March 1902
PRINZ HEINRICH	WEDNESDAY, 20th March 1902
PREUSSEN	WEDNESDAY, 27th March 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 3rd April 1902
SACHSEN	WEDNESDAY, 10th April 1902
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 17th April 1902
BAYERN	WEDNESDAY, 24th April 1902
STUTTGART	WEDNESDAY, 1st May 1902
KONIG ALBERT	WEDNESDAY, 8th May 1902
PRINZ IRENE	WEDNESDAY, 15th May 1902
PRINZ HEINRICH	WEDNESDAY, 22nd May 1902
PREUSSEN	WEDNESDAY, 29th May 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 5th June 1902
SACHSEN	WEDNESDAY, 12th June 1902
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 19th June 1902
BAYERN	WEDNESDAY, 26th June 1902
STUTTGART	WEDNESDAY, 3rd July 1902
KONIG ALBERT	WEDNESDAY, 10th July 1902
PRINZ IRENE	WEDNESDAY, 17th July 1902
PRINZ HEINRICH	WEDNESDAY, 24th July 1902
PREUSSEN	WEDNESDAY, 31st July 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 7th August 1902
SACHSEN	WEDNESDAY, 14th August 1902
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 21st August 1902
BAYERN	WEDNESDAY, 28th August 1902
STUTTGART	WEDNESDAY, 4th September 1902
KONIG ALBERT	WEDNESDAY, 11th September 1902
PRINZ IRENE	WEDNESDAY, 18th September 1902
PRINZ HEINRICH	WEDNESDAY, 25th September 1902
PREUSSEN	WEDNESDAY, 2nd October 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 9th October 1902
SACHSEN	WEDNESDAY, 16th October 1902
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KONIG ALBERT	WEDNESDAY, 15th January 1903
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PRINZ HEINRICH	WEDNESDAY, 29th January 1903
PREUSSEN	WEDNESDAY, 5th February 1903
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 12th February 1903
SACHSEN	WEDNESDAY, 19th February 1903
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 26th February 1903
BAYERN	WEDNESDAY, 5th March 1903
STUTTGART	WEDNESDAY, 12th March 1903
KONIG ALBERT	WEDNESDAY, 19th March 1903
PRINZ IRENE	WEDNESDAY, 26th March 1903
PRINZ HEINRICH	WEDNESDAY, 2nd April 1903
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BAYERN	WEDNESDAY, 7th May 1903
STUTTGART	WEDNESDAY, 14th May 1903
KONIG ALBERT	WEDNESDAY, 21st May 1903
PRINZ IRENE	WEDNESDAY, 28th May 1903
PRINZ HEINRICH	WEDNESDAY, 4th June 1903
PREUSSEN	WEDNESDAY, 11th June 1903
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 18th June 1903
SACHSEN	WEDNESDAY, 25th June 1903
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 2nd July 1903
BAYERN	WEDNESDAY, 9th July 1903
STUTTGART	WEDNESDAY, 16th July 1903
KONIG ALBERT	WEDNESDAY, 23rd July 1903
PRINZ IRENE	WEDNESDAY, 30th July 1903
PRINZ HEINRICH	WEDNESDAY, 6th August 1903
PREUSSEN	WEDNESDAY, 13th August 1903
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 20th August 1903
SACHSEN	WEDNESDAY, 27th August 1903
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 3rd September 1903
BAYERN	WEDNESDAY, 10th September 1903
STUTTGART	WEDNESDAY, 17th September 1903
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SACHSEN	WEDNESDAY, 31st December 1903
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 7th January 1904
BAYERN	WEDNESDAY, 14th January 1904
STUTTGART	WEDNESDAY, 21st January 1904
KONIG ALBERT	WEDNESDAY, 28th January 1904
PRINZ IRENE	WEDNESDAY, 4th February 1904
PRINZ HEINRICH	WEDNESDAY, 11th February 1904
PREUSSEN	WEDNESDAY, 18th February 1904
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 25th February 1904
SACHSEN	WEDNESDAY, 4th March 1904
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 11th March 1904
BAYERN	WEDNESDAY, 18th March 1904
STUTTGART	WEDNESDAY, 25th March 1904
KONIG ALBERT	WEDNESDAY, 1st April 1904
PRINZ IRENE	WEDNESDAY, 8th April 1904
PRINZ HEINRICH	WEDNESDAY, 15th April 1904
PREUSSEN	WEDNESDAY, 22nd April 1904
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 29th April 1904
SACHSEN	WEDNESDAY, 6th May 1904</

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"PYTHIUS"	On 5th September.
GLASGOW and LIVERPOOL	"STENTOR"	On 12th September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 19th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 26th September.

HOMEWARDS.		
TO	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
[15]
Hongkong, 29th August, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR		
TO	STEAMERS	TO SAIL
TIENSIN	"NANCHANG"	On 2nd September.
CHINKIANG & SHANGHAI	"KIUKIANG"	On 3rd September.
TIENSIN	"KIOHIO"	On 3rd September.
NAGASAKI, KOBE & MOJI	"TIENSIN"	On 3rd September.
MANILA	"TAIYUAN"	On 10th September.
THURSDAY ISLAND, COOK		
TOWN, CAIRNS, TOWNSVILLE,		
BRISSANE, SYDNEY and MEL-		
BOURNE		

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
[16]
Hongkong, 31st August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

PROPOSED SAILINGS FROM HONGKONG.		
STEAMER	DATE	TIME
"JUPITER"	About 31st August.	
"MOGUL"	21st September.	
"KURDISTAN"	12th October.	
"SATSUMA"		
"LENNOX"		

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
[1739]
Hongkong, 8th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).
The Company's Steamship

"MAIDZURU MARU."
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 4th September.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
[18]
Hongkong, 24th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
The Steamship

"EASTERN."
Captain Ellis, will be despatched for the above ports on THURSDAY, the 5th September.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
[2109]
Hongkong, 28th August, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.
Calling also at Tacoma and carrying Cargo on through bills of Lading to New York and other points of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S
LINES.
The Steamship

"MOYUNE."
4,846 tons, is due here on 6th September, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
[2202]
Hongkong, 28th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, TYRRENE AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADESIATIC PORTS.)
The Company's Steamship

"CHINA."
Captain A. Levi, will be despatched as above on THURSDAY, the 17th September, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
[1735]
Hongkong, 11th July, 1901.

FOR NEW YORK.

THE 3/4 A.I. American Ship
"MANUEL LLAGUNO"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
[1735]
Hongkong, 11th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.
"PERU"	TUESDAY, 12th Nov., at Noon.

THE O. & O. S.S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.
GEO. ECKLEY,
ACTING AGENT.
[3-4]
Hongkong, 31st August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"ATAKA"
will be despatched for the above port on or about 10th September.
To be followed by the Steamship
"ANAPA"
about 15th October, 1901.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
[206]
Hongkong, 18th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
The Company's Steamship

"ANPING MARU."
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 11th September, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
[19]
Hongkong, 28th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
Having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; to
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & CO.,
Agents.
[1624]
Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA. In connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service between CALCUTTA and SHANGHAI, and the
CALCUTTA for CAPE POINTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
[14]
Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 15th Sept.
S.S. "STRAITHOLE" On 15th Oct.
The Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 15th September.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
[14]
Hongkong, 28th August, 1901.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.
The Company's Steamship

"CARINTHIA."
Captain Marochino, will leave for the above place on THURSDAY, the 12th Sept., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 29th August, 1901. [3206]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA."
Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 14th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd September, 1901. [1]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"GLENGYLE."
Captain T. Darke, will be despatched as above on SATURDAY, the 28th September.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 28th August, 1901. [2196]

FOR NEW YORK.

"L. SCHEPP."
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July 1901. [1414]

FOR NEW YORK.

"I. F. CHAPMAN."
having arrived, is now ready to load for the above port, and will have quick despatch.
For Freight, apply to
ALFRED KARBERG & CO.,
Hongkong, 12th August, 1901. [1667]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer.

"TYDEUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st instant.
Optional Cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 4th September will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th September.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th August, 1901. [15]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
The Company's Steamship

"SUSANG"
having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 31st instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 28th August, 1901. [2193]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship
"CHUSAN"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Persia, Gulf, &c. s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY, 29th inst.
Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 28th August, 1901. [1]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boiler.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [1446]

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with With Powder
Powder only. 1 lb. of Shot.
Primrose Cases ... \$5.55 ... \$7.40
Pegamoid Cases ... 6.25 ... 8.00
Ejector Brass Cases, 6.80 ... 8.65
7 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
[1669]
Hongkong, 27th July, 1897.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boiler.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [1446]

STEAMSHIP "INDUS."

COMPAGNIE DES MESSEAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 26th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 2nd September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 2nd September, or they will not be recognised. All damaged packages will be examined on MONDAY, the 2nd September, at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 28th August, 1901. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "BRAEMAR."
FROM TACOMA, VICTORIA, YOKOHAMA, MOJI, VLADIVOSTOK AND PORT ARTHUR.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO. LIMITED,
Agents.
Hongkong, 26th August, 1901. [11]

C. F. WARREN, BUILDING CONTRACTOR.

NO. 25, ABERDEEN STREET.
SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agents for MOSAIC TILES. Prices on Application. [16]

WING CHEONG.

Dealers in
JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES AND CARVED IVORY WARE, FINE SILKS AND GRASSCLOTHS.
General Exporters of
ANISEED AND CASSIA OILS, &c., &c. Stock always on Hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also buy all kinds of Curios at Moderate Prices.
1 & 3, D'ARVILLE STREET (Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.
HOKKAIDO COALMINE AND RAILWAY CO.)
CAPITAL 800,000 YEN.
ANNUAL OUTPUT 800,000 TONS.
PORTS OF EXPORT—OTARU AND MURORAN.
THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI ITOYACHI, TOKYO, JAPAN.
Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [94]

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.
GRAND MASS (with Organ Accept).
No 1 ALBUM (3 Songs, English & Italian).
No 2 ALBUM (3 Songs).
The "LILY" Waltz and "ELIZA" Waltz.
NEW FEATURE.
Pocket Edition of Music including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.
To be had of all MUSIC DEALERS. [232-1]
NOTICE.
THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 2nd August, 1901. [1934]

